

We Lead, Others Follow—If You Want to Know What Is Doing Read The Mist

St. Helens Mist

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ST. HELENS LAUNDRY BURNS

BUILDING A COMPLETE LOSS—
SOME MACHINERY DESTROYED—
REPAIRS DAMAGED.

FIRE OF INCENDIARY ORIGIN

James Started in Rear of Building
and Engine Room Is Destroyed
When Discovered.

The St. Helens laundry building was totally destroyed by fire and a greater part of the machinery damaged early Tuesday morning. The fire was discovered a few minutes before 4 o'clock, when flames were seen spreading from the engine room on the roof falling a few moments later, the entire back end of the building was beyond control when the fire department arrived, only a few minutes after the alarm. The chief directed his efforts to the front room, where the most costly machinery was located, and was successful in checking the flames in this part, so that the mangle and shirt and collar machines were only slightly burned. This machinery can be repaired and perform their duties as good as ever. The loss sustained by Mr. Watkins, owner of the laundry, will reach \$1000. No insurance was carried on the property.

One of the sad features of the catastrophe, was the burning of the family horse, Dick, who was sheltered at the rear of the building, being burned to death before rescue could reach him. The laundry wagon was also consumed by the flames.

Mr. Watkins had left the laundry on Monday night, and seemed to have a premonition that something was not just right, and being more or less restless after retiring, he arose some time after, and went to the laundry, about a block from his home, and examined the building carefully, but found all well and returned to his home again, only to be awakened a few hours later to find his property in the hands of fate.

What caused the fire will probably never be known, but it is thought to have been of incendiary origin.

Mr. Watkins came to St. Helens the first of this year from St. Johns, and purchased the business, and after surmounting many obstacles unknown to the general public, he had succeeded at last in getting the business on a paying basis. He had just completed the installation of some modern machinery and was prepared and was turning out a class of work equal to any in the state.

For the reason that his predecessor gave such general dissatisfaction, Mr. Watkins has been greatly hampered but has labored unceasingly to overcome this feeling. In fact, he has not been favored with the patronage that his work deserves.

After receiving much encouragement from the citizens of St. Helens to resume his business, Mr. Watkins will take care of his patrons by sending their laundry to Portland, until such time as he can again operate his own plant.

The Commercial Club is putting the right foot forward and lending Mr. Watkins the glad hand at the opportune time, and a plan is now under way to organize a stock company among the citizens of the city, said stock to be taken up later by Mr. Watkins, as he cares to do so. Several influential citizens have heartily endorsed the movement and no doubt within another four weeks' time, St. Helens will have a new laundry, running full force.

ANOTHER GRIM STEAMBOAT TRAGEDY

Large Boat Capsizes With 2500 People on Board—1000 Drowned—
Women and Children in Cabins.

The steamboat Eastland, loaded

with about 2500 pleasure seekers, employees of the Western Electric Company of Chicago, capsized at her dock in the Chicago river Saturday, and from last reports at least 1000 persons were either drowned or have not as yet been accounted for.

Passengers were crowded on the ship about 8 o'clock, at which time it was to leave, when suddenly the vessel began to list. In five minutes' time the ship turned over on its side carrying many of its passengers with her. Scores were caught in their cabins and unable to get out, they were drowned. The "candy butcher" on the steamer, tells the following story of how it happened:

"It was about 7:40 o'clock and the boat, which had been chartered by the employees of the Western Electric company, for an excursion to Michigan City, was lying at the dock near the Clark street bridge, loading with passengers," said Gaddy. "We were to leave in 20 minutes and the upper deck and cabins were crowded with passengers. There were hundreds of women and children. I estimate that there were between 3000 and 3500 persons on the boat at the time of the accident. I was standing on the lower deck near the gangplank watching the people come aboard."

"Suddenly I noticed the boat list toward the center of the river. It rolled slightly at first and then seemed to stop. Then it started to roll again. I became alarmed and shouted to the crowd to keep still. Apparently a majority of the passengers were on one side of the boat and this had overweighed it and caused it to list. Suddenly the hawsers which held the boat to the dock snapped and the officers pulled the gangplank in and refused to allow any more on the boat."

"At this time everybody was panic stricken. Women screamed and men tried to quiet them. I attempted to reach an upper deck, but could not because of the crowd and excitement and ran back to the port where the gangplank had been."

Boat Turns on Side.

"The boat then slowly drifted away from the dock, rolling as it slipped into mid-stream, and a moment later it had turned over on its side. I climbed over on the side of the boat and stayed there until I was taken off by lifesavers. Many of the passengers leaped into the water as the boat went over. Scores of others were caught in the cabin and drowned. When the small boats began coming out to us I worked with other survivors in taking passengers out of the water and cutting holes in the cabins to remove the bodies."

Captain Says "Mystery."

Captain Pederson, who was in command of the boat, said:

"I was on the bridge and was about ready to pull out when I noticed the boat began to list. I shouted orders to open the inside doors nearest to the dock to give the people a chance to get out. The boat continued to roll and shortly afterward the hawsers broke and the steamer turned over on its side and was drifting toward the middle of the river. When she went over, I jumped and held on to the upper side. It all happened in two minutes. The cause is a mystery to me. I have sailed the lakes 25 years, and previous to that sailed on salt water 12 years, and this is the first serious accident I ever had. I do not know how it happened."

It seems to be the opinion of experts and officials that the boat was top-heavy on account of most of the ballast having been removed from the tanks in anticipation of a heavy load, rendering the steamer top-heavy, and explaining why she capsized so quickly.

L. G. TITUS TENDERS RESIGNATION

Effective October First—Has Accepted Position as Cashier of Banking Institution.

Leo G. Titus, who will have held the position of county roadmaster of this county for twenty-one months the first of October, tendered his resignation to Judge A. L. Clark last

LOCAL BUSINESS MEN SPEND NEARLY HALF OF A CENTURY IN ST. HELENS

Pioneers in Lumbering and Logging on Coast Came to Oregon 45 Years Ago Last Monday.

Last Monday was the anniversary of the arrival in Oregon of two prominent pioneer residents of St. Helens, James and Charles Muckle, who came to Oregon from La Crosse, Wis., arriving in Portland July 26, 1870. Thus they have spent 45 years in this immediate vicinity.

The first few years these pioneer gentlemen were engaged in logging,

been here continuously since that time.

The sawmill they purchased was built in 1866 by James Dart and S. B. Abbott. They continued its successful operation for more than 20 years, or until the flood of 1894 so impaired its usefulness that it was practically abandoned to a fate of further deterioration and final de-



CHARLES MUCKLE.

tie-making and similar pursuits in Oregon and Washington. They established a logging operation on Salmon creek, near Vancouver, Wash. in 1871. In 1874 James Muckle came to St. Helens and purchased a sawmill which stood on the site of the present magnificent sawmill of the Chas. R. McCormick Co. Charles Muckle continued logging on Salmon creek until 1877, when he joined his brother at St. Helens. His home has



JAMES MUCKLE.

struction by fire in September, 1904.

At the time these gentlemen purchased the St. Helens mill it was one of less than a dozen sawmills in the Columbia watershed. Its output was sold locally and shipped by water to San Francisco.

These gentlemen acquired considerable land holdings, mostly timber, which they logged and sold, finally amassing a comfortable fortune.

way to adopt the new circumstances to them.

"The events of the past two months have clearly indicated that it is possible and practicable to conduct such submarine operations as have characterized the activity of the imperial German navy within the so-called war zone in substantial accord with the accepted practices of regulated warfare. The whole world has looked with interest and increasing satisfaction at the demonstration of that possibility by German naval commanders. It is manifestly possible, therefore, to lift the whole practice of submarine attack above the criticism which it has aroused and remove the chief causes of offense."

"In view of the admission of illegality made by the imperial government when it pleaded the right of retaliation in defense of its acts, and in view of the manifest possibility of conforming to the established rules of naval warfare, the government of the United States cannot believe that the imperial government will longer refrain from disavowing the wanton act of its naval commander in sinking the Lusitania or from offering reparation for the American lives lost, so far as reparation can be made for a needless destruction of human life by an illegal act."

"The Government of the United States and the imperial German government are contending for the same object, have long stood together in urging the very principles upon which the government of the United States now solemnly insists. They are both contending for the freedom of the seas. The government of the United States will continue to contend for that freedom, from whatever quarter violated, without compromise and at any cost. It invites the practical co-operation of the imperial German government at this time, when co-operation may accomplish most and this great common object be most strikingly and effectively achieved."

"In the meantime the very value which this government sets upon the long and unbroken friendship be-

tween the people and the government of the United States and people and government of the German nation impels it to impress very solemnly upon the imperial government the necessity for a scrupulous observance of neutral rights in this critical matter. Friendship itself prompts it to say to the imperial government that repetition by the commanders of German naval vessels of acts in contravention of those rights must be regarded by the government of the United States, when they affect American citizens, as deliberately unfriendly."

LANSING."

PROGRAM TODAY.

By Extension Division of Agricultural College—Preparations Made for Large Attendance.

Professor W. S. Brown, specialist in horticulture of the O. A. C., arrived in the city yesterday and made a short survey over this section, observing horticultural conditions, so as to enable him to talk more ably of local conditions. Miss Anna Turley, lecturer and demonstrator in domestic science, and Prof. E. B. Pitts, specialist in dairying, will arrive this morning on the 8:14 passenger.

Prof. Brown will deliver a lecture at 2 o'clock, followed by Miss Turley, at 4 o'clock. At 8 in the evening, Prof. Pitts will lecture on dairying.

R. D. Hetzel, manager of the extension division of the college, states in a letter to the secretary of the Commercial Club that "we are looking for a large attendance at these meetings, as we are sending these people all the way from Corvallis for this one day; a thing we very seldom do, because of the expense. After repeated attempts to arrange for other meetings in your county, we had to abandon the plan for a week's trip."

Plans have been made by the Commercial Club to take care of a large crowd. A Home Products dinner will be served at Guild Hall in the evening and promises to be a feed good enough for any king.

CONTRACT AWARDED.

For Construction of Fair Building—Six Bids Opened—Will Cost \$474.70.

N. F. and T. A. Baker were awarded the contract for the construction of the school exhibition building at the county fair grounds, the contract price being \$474.70, thirty cents lower than that of G. Hasty, whose bid was \$475.00. Other bids opened were James Rice, \$600.00; Oleen Bros., \$509.00; S. E. Smith, \$498.00; A. M. Williams, \$587.50.

The structure is to be of rustic design, 32 feet wide and 70 feet long, and will be placed on the ground adjoining the women's exposition building on the west. The contract calls for its completion by September 15th. Baker Bros. will start work immediately.

SCHOOL BOARD BUSY SESSION

At the session of the school board Wednesday night, much business was brought before the meeting.

N. F. and T. A. Baker were awarded the contract for the remodeling of the gymnasium room of the school building, their bid being \$274.50. This sum includes all material. The contract calls for the completion of the work by August 20th.

Mrs. J. H. Collins, who was hired by the board as teacher of the seventh and eighth grades the ensuing term, tendered her resignation, stating her reason for doing so, was that she wished to be with her husband, who has accepted the principalship of the Woodburn schools.

This leaves two vacancies on the teachers' roster to be filled. The board will make final decisions at the meeting next Wednesday night from the number of applicants to fill these positions.

Prof. Andrew Kempe of St. Augustine college, Rock Island, Ill., spent Monday visiting P. H. Brakke and two of his former pupils, Flavius and Reuben Sten.

SOUTH END OF THE COUNTY

WILL VISIT NORTH END—TRIP
BY AUTOMOBILES FROM SCAP-
POOSE TO COUNTY LINE.

BIG DINNER AT CLATSKANIE

Trip to Be Made About 20th of August for Purpose of Viewing Highway and Getting Acquainted.

A movement which is daily gaining in popularity, is that of an automobile drive over the Columbia Highway, the plan being suggested by J. G. Watts of Scappoose, last Saturday while at lunch with Judge A. L. Clark, Julian Weed, J. H. Collins and J. B. Walkerson, who by the way, are all former county school superintendents with the exception of Judge Clark. This idea was immediately heartily endorsed by the other gentlemen and a movement started to bring about such an event.

"It will not only give us an opportunity of viewing the new highway and the difficulties surmounted in making it as good as it is, but will bring this end of the county closer to our northern neighbors," said Mr. Watts. "The drive could be started from Scappoose at about 8 o'clock in the morning, get to the Clatsop county line and back to Clatskanie by lunch time, where we no doubt would receive a hearty welcome and a 'good feed,' at least of that proportion which we could not well carry with us. Hold a get-together meeting there and start on the return trip at about three o'clock, getting us home before dark."

Since the idea was suggested by Mr. Watts, plans are being formulated whereby every available automobile in this section will be loaded with boosters and sightseers on or about the 20th of August, bound for the other end of the Columbia Highway.

The only rules in regard to making the trip will be that only boosters will be allowed to enter and that no automobile will be supposed to skip over the highway less than the speed limit law.

MEASURE CARRIED CHARTER ADOPTED

At the regular meeting of the City Council Monday night, they canvassed the returns of the special election held Friday to amend the city charter and from the returns it was found that 86 votes had been cast, 62 for the measure and 24 against. The measure was ordered adopted and that a proclamation be made by the mayor within fifteen days from the date of the election.

Licenses were granted to A. J. Kelley and Keever & Hanson of Houlton, to sell liquor.

A small, narrow bridge across California street, was reported as being in a dangerous condition.

The city floating dock has been repaired the past week under the supervision of J. DSpain. The new addition affords ample room for all purposes, and is swung in such a manner that it is there to stay.

All members of the St. Helens Commercial Club have been cordially invited by Mr. A. H. Tarbell to attend an open meeting of the Warren and Yankton Granges at Warren, next Tuesday night at 9 o'clock. The purpose of this meeting is to make final arrangements for the establishment of a creamery in this section. Every member of the club should avail themselves of this opportunity and be present at this meeting.